

**Joint SAC/TAC Meeting
November 29, 2007
Meeting Summary**

SAC/TAC Attendees: 105 (see Exhibit A)

COA Staff Attendees

- Steven Cover
- Heather Alhadeff
- Jennifer Hammond
- Shelley Peart
- Jeffrey Williams
- Alice Wakefield
- James Shelby
- Phillip Harris

Project Team Attendees

- John Funny
- Paul Moore
- Grady Smith
- Theodore Williams
- Daniel Vargas
- Gordon Burkette
- Roger Dottin
- Joel Mann

Commissioner Steven Cover opened the meeting and welcomed everyone and turned it over to Heather Alhadeff, City of Atlanta Project Manager. H. Alhadeff thanked everyone for their participation and discussed the public visioning work sessions that will be held December 3-13, 2007 and encourage people to promote these work sessions. She then introduced Jane Franklin of GA Power, host for the meeting, who welcomed the attended and discussed the housekeeping procedures. H. Alhadeff then introduced Paul Moore, Project Team Manager, who outlined the meeting structure and presented the PowerPoint presentation on the study. Following the presentation, P. Moore then turned the meeting over to John Funny, ATPG, Managing Partner, who led the facilitated discussion of the seven project goals given below:

- Provide balance transportation choices
- Orchestrate regional Strategies
- Prepare for growth
- Maintain fiscal viability
- Strive for environmental sustainability
- Preserve single-family neighborhoods
- Create desirable places

The summary of the discussion points is given below:

Facilitated Group Discussion

- Quality of Life
- Street Calming
 - Residential Safety
- Mechanism to Cope with Rising Values
- School Traffic
- Project Employment Centers
- Preserve Neighborhoods
- Equality
- Public Health
- Get in Front of Zoning
- Safety as a Guiding Principle
- Gradual Growth and Investment
- Freight and Commercial Traffic
- Industrial Land Use Policy
- Common Vision
- Mixed Use – Live/Work/Play
- Real Transit Options
- Senior Citizens
- Tax Impacts
- Post Study Process and Momentum
- Innovation

The results of the Facilitated Table Discussions are given below:

PLANNING GOALS FOR ATLANTA BREAK-OUT SESSIONS

1. Provide Balanced Transportation Choices

- Commuter hub for region – seamless connection cross-town and radial
- Truck road space = 3-4 times car space
- What do we invest in ↔ Price Right (including parking)
- How do we regulate (how many operators); consolidate/coordinate independent shuttles, etc
- Less focus on cars in core
- Choices must be attractive, convenient, efficient, affordable (e.g. Timely)
- Secondary circulation beyond Transit Trunk Line/"Last Mile"
- Recognize market segments, different trip types (not one size fits all)
- Employer Incentives – TDM
- What is perception of success, "sexy"
- Safer exits, expand HOV lanes
- Flexible mind about transit technology
- Proximity of amenities
- Wayfinding Continuity
- Modify personal travel behavior

2. Orchestrate Regional Strategies

- Encourage Transit Oriented Development (TOD)
- Regional funding mechanisms
 - ❑ Strong support for funding mechanisms
 - ❑ Examine alternative tax sources
- Involve businesses in transportation solutions
- Preserve and enhance Atlanta as Hub for passenger and freight transportation for Southeast
 - ❑ Hi-Speed Rail
 - ❑ Commuter Rail
- Organizational structure to deal with regional transportation issues
- Be consistent with other regional planning products, i.e. integration of plans
- Enhance Atlanta's voice in regional transportation issues
 - ❑ Define unique characteristics of Atlanta as regional core and to speak on those issues from a position of strength

3. Prepare for Growth

- Consider all transportation modes
- Encourage growth in specific areas
- Spend transportation dollars in areas where growth is desired
- What comes first, the roads or development? Do not like congestion in single-family neighborhoods, used as cut-throughs
- Growth is already happening – Midtown, Downtown and Buckhead. Where else can it go? We can plan for it
- Growth acceptable in transitioning areas
- Need land use transportation integration

- All city services need to keep up with growth
- Need to consider regional growth
- Consider effect of regional traffic on single-family neighborhoods
- Destination points every 2,000 ft. in neighborhoods
- Target growth in Southside
- How to fund transit?
 - ❑ Talked about disproportionate benefits to suburbs for city investments
 - ❑ Commuter/Regional Transit
 - ❑ Increase excise tax/other regulatory fees
 - ❑ 1% sales – how is this possible when we are capped at 8%
 - ❑ Target impact fees to be more effective
 - ❑ Parking Authority – use fees toward transit
 - ❑ Increase cost of parking
 - Meters
 - Restricted parking
 - ❑ Increase fines on traffic violations

4. Maintain Fiscal Viability

- Conserve taxable land as taxable land
- Find opportunities to reclaim land – Sufficient ARC representation in programming projects. “Think out of the Box” for funding sources and projects for Atlanta, not suburbs
- Fix It First – What impacts do projects have on city’s economy
- Explore innovative funding sources
- Analyze current funding sources for sustainability
 - ❑ Are we getting enough from freight
 - ❑ Eminent domain – can we use it
 - ❑ Who are key potential partners for land/infrastructure
- We need a “value” metric and it needs to be more Atlanta specific than a big, broad definition. This brings in smart growth, place, etc.
- Cost sharing/shared funding needs to be equitable
- Goal should be renamed “Fiscal Sustainability”

5. Strive for Environmental Sustainability

Definition of Environmental Sustainability

- Preservation of greenspace
- Physical environmental – built
- Reduction of carbon footprint*
- Better modes of transportation
- Recycling options
- Think regionally
- Conservation of resources
- Increase mode share
- Increase transit
- Reduction of SOV
- Better storm water design (provide incentives for design)
- Transit – reliable
 - ❑ Express trains

- ❑ Safe, desirable and effective
- ❑ Control waste – provide recycling bins
- Tie transportation choices to air quality reduction measures
- Above ground rail/light rail
- Provide incentives for alternate transportation
- Build around our culture
- Create metric that builds on environment
 - ❑ Transportation projects should only be built if they reduce the carbon foot print
- City should provide recycling centers
- Provide education

6. Preserve Single-family Neighborhoods

- Multi-family integrated into neighborhoods
- Small commercial, but coming back
- Preservation of neighborhoods, not necessarily single-family
- Do not want chopped-up houses. It has taken the City years to get over that
- How do you define neighborhoods
- Alternative single-family neighborhoods – good chunk of the city. But need to get land from somewhere else
- How do we handle traffic? One-way streets – people drive fast. Return to two-way so it is not attractive
- Bikes – speed bumps annoying, rumble strips bad
- Regional mass transit
- Moving toward a more balanced system
- A lot of truck traffic
- Preserving single-family neighborhoods. Preserve best and people with least voice
- In this city, poor neighborhoods have loud voices
- Some neighborhoods impede traffic
- Change from single-family to residential
- Code enforcement to keep sidewalks clear
- Brookhaven seeing growth. Bring in restaurants and shops
- Single-family to residential – no consensus from the neighborhoods on the character of Atlanta
- More balanced regional system because we are the heart of the region
- Presently, highways have damaged neighborhoods. Do not let that happen again, not just as islands or like suburbs
- Better access in and out of neighborhoods
- More walkable or bikable. Can not make people walk, but you can make more pleasant
- Some mix of land use list restaurants
- For growth, mix single and dense, but do not cause harm to neighborhoods
- “Preserve Single-family Neighborhoods” might better read: “Preserve Residential Neighborhoods” or, simply, “Preserve Neighborhoods”

- **Balanced Transportation is Good for Neighborhoods:** Moving toward a balanced transportation system, in which proportionally fewer people drive, will help neighborhoods deal with increased automobile traffic associated with growth
- **Slow Traffic:** Traffic calming, where “cut-through traffic” can’t be avoided (for example, on primary streets that connect across neighborhoods), was universally seen as a necessary means to slow and neighborhoodize automobile traffic
- **Make it Easier to Walk:** Neighborhoods need to be more walkable; this is particularly important for access into and out of neighborhoods, and access to other land uses, such as commercial areas
- **Mind the Edges:** Preservation of neighborhoods, particularly single-family neighborhoods, means focusing new development into redevelopment corridors and transitioning back into neighborhoods; transitions may include the following: stepping down building heights; building service alleys between new development and existing neighborhoods; carefully designing new roads to connect from existing areas across new development, and providing second outlets for automobiles.
- **Mix Uses (Sometimes):** A way to reduce the number of automobile trips is to make targeted land use changes within new neighborhoods; for example, designating neighborhood commercial nodes that residents can walk to, and locating commercial uses, such as grocery stores and pharmacies, in convenient locations at neighborhoods’ edges.

7. Create Desirable Places

- Must be for work/play/shopping/recreation
- Must have parks
- Mix of transportation choices
- Trees/streetscapes yield enjoyable experience
- Transportation scale must reflect character of neighborhood
- No free-flow right turns
- Bicycle-friendly
- Connect diverse communities
- More grocery stores downtown
- Experience of transportation is enjoyable
- Balanced transportation choices
- Transportation Demand Management
- Incremental planning that does not become reversed later
- Developers required to follow vision of the community
- Development required to cover impacts (i.e. traffic, schools).
Environmental impacts of developments reduced (i.e. particulates, noise)
- Affordable for all income groups
- Plan needs vision for creating places desirable now (when we use transit and cars) and desirable then (when we just walk and take transit)
- World-class transit initiative

GOALS DOT EXERCISE RESULTS

Goal	No.
Provide Balanced Transportation Choices	31
Orchestrate Regional Strategies	12
Prepare for Growth	10
Maintain Fiscal Viability	15
Strive for Environmental Sustainability	13
Preserve Single-Family Neighborhoods	10
Create Desirable Places	27
Total	<u>118</u>

List of Attendees

Last Name	First Name	Last Name	First Name
Alexander	Angela	Marcus	Michelle
Alhadeff	Steve	Mayes	Shelby
Barry	Rogers	McBrayer	Ed
Bastian	Aaron	McWilliams	Matthew
Becker	Lauren	Meadows	Chuck
Benjamin	Saskia	Metze	Marie
Beynart	Kay	Miles	Eileen
Blass	Jill	Miller	Bill
Boronni	Alessandro	Miller	Jannine
Brewer	Monique	Miller	Michael
Carlsten	Jon	Morgan	Jason
Certaill	Gordon	Morgens	Sally
Clayton	Randy	Newmark	Gerry
Clonts	Sam	Norwood	Mary
Colbow	Drew	Olansky	Dianne
Cook	Myron	Parker	Sally
Crawford	Douglas	Payne	Barbara
Crocker	John	Perkins-Hooker	Patrise
Curtis	Tivona	Pines	Erica
Dusenbury	George	Porterhall	Martha
Dworet	Frazier	Ranney	Eric
Edwards	Amy	Reich	John
Emery	Laurel	Riley	Thayra
Fairley	Steve	Robinson	Chauncey
Flocks	Sally	Rollin	Antoine
Flocks	Sally	Rosenbaum	Josh
Friedman	Dan	Rudy	Harvey
Gravel	Ryan	Schneider	Heidi
Greene	Edith	Schneider	Jim
Greenwell	Douglas	Sears	Charles
Grether	Paul	Serna	Rebecca
Haefner	Ed	Shelby	Renee
Hammond	Regan	Sherwood	Ron
Haynes	David	Smith	Myles
Hicks	Matthew	Smith	Valerie
Horn	Richard	Sobol	Brent
Hornbein	George	Starling	Denie
Hunter	Michael	Starling	Denise
Ingle	Louie	Thompson	Amanda
Jennings	Tom	Timms	Daniel
Johnson	Larry Felton	Todd-Crooks	Jennifer
Kahan	Deborah	Touchette	Barbara
Katz	Byron	Trimble	Grace
Kedir	Nursef	Turner	Shunnea
Keepler	Harvey	Usher	Bertha
King	Tyler	Vin	Todd
Knapp	Weslee	Vivian	Matt
Knowlton	Elizabeth	Walker	Steve
Lavandier	Jessica	Wall	Michael
Lawlor	Shane	Walmsley	Bob
Liebl	John	Wattenberg	Liz
Mahan	Brendan	Williamson	Cain
Manning	Janet		

Total Attendees - 105